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Joe McInnes  
TRANSPORTATION DIRECTOR

August 20, 2009

The Honorable William R. McKinze, Jr.  
Mayor of Aliceville  
419 Memorial Parkway East  
Aliceville, Alabama 35442

**Subject: Annual Inspection Report**  
**Aliceville Municipal (George Downer Field) Airport**

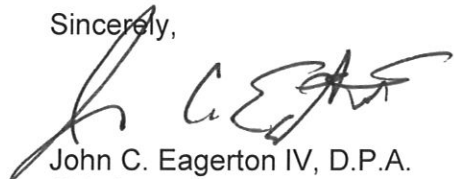
Dear Mayor McKinze:

An inspection of the Aliceville Municipal (George Downer Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 12, 2009. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there were some items noted that relate to the maintenance of the airport that should be corrected before they become safety violations.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

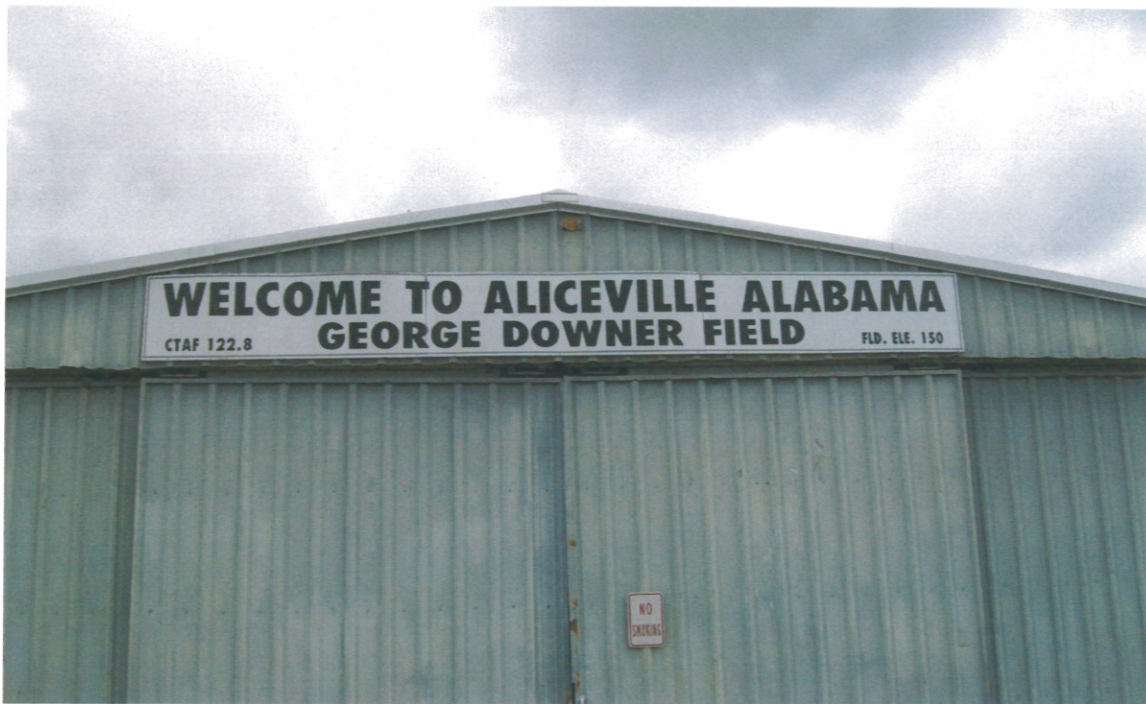
Copy: Mr. Rans Black  
FAA/ADO

Mr. Ryan Reed, P.E.  
Garver Engineers, LLC

AUGUST 12, 2009



## ANNUAL INSPECTION REPORT



ALICEVILLE MUNICIPAL (GEORGE DOWNER FIELD)  
AIRPORT

ALICEVILLE, ALABAMA

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# **Annual Inspection Report Aliceville Municipal (George Downer Field) Airport Aliceville, Alabama**

August 12, 2009

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Aliceville Municipal (George Downer Field) Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on August 12, 2009.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Drawing (ALD) dated August 2004.

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## **License Status:**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on August 12, 2009, it was determined that the airport **meets** the requirements for the issuance of an operating license.

## **1. Approach and Departure Paths** **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

### **State Licensing Standards:**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement.
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

### **Inspection Results:**

- Runway 24: No obstructions (See Photo # 1).
- Runway16: No obstructions (See Photo # 2).



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**Photo # 1 – Runway 24 Approach/Departure Path**



**Photo # 2 – Runway 6 Approach/Departure Path**



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## 2. Primary Surface Administrative Code 450-9-1-.12(2)

### State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### Inspection Results:

- The primary surface meets state safety requirements (See Photo # 3).

**Photo # 3 – Primary Surface**



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**3. Runway Safety Area  
Administrative Code 450-9-1-.12(3)**

**State Licensing Standards:**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

**Inspection Results:**

- The grade of the runway safety area meets state safety requirements.

**4. Airport Markings  
Administrative Code 450-9-1-.12(4)**

**State Licensing Standards:**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

**Inspection Results:**

- The airport markings are faded (See Photo # 4).



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**Photo # 4 - RWY 16 Markings**



**Maintenance Required:**

- The runway markings should be remarked in accordance with FAA AC150/5340-1J "Standards for Airport Markings".

**5. Wind Direction Indicator  
Administrative Code 450-9-1-.12(5)**

**State Licensing Standards:**

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

**Inspection Results:**

- The wind cone meets state licensing standards (See Photo # 5).

# Annual Inspection Report Aliceville Municipal (George Downer Field) Airport Aliceville, Alabama

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Photo # 5 – Wind Cone



## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### Inspection Results:

- The airport lighting system was inspected, and appeared operational, however due to the placement of the photo cell the operation of the airport lights were unobserved.

### Note:

- The airport has a fiscal year 2009 rehabilitation project for the entire airport lighting system.



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## **7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)**

### **State Licensing Standards:**

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

### **Inspection Results:**

- The overall condition of the airport pavement surfaces was found to be in fair condition. The surface contained thermal and joint cracks with vegetation growing from most cracks. There was evidence of moderate to extensive raveling (See Photo # 7).

**Photo # 7 – Runway Surface**



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## **Note:**

- The airport's fiscal year 2009 pavement rehabilitation project will repair the noted pavement surface condition.

## **8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)**

### **State Licensing Standards:**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### **Inspection Results**

- No fuel service is available at the airport.

## **9. Prohibited Activities Administrative Code 450-9-1-.16**

### **State Licensing Standards:**

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### **Inspection Results:**

- Members of a construction crew, who are clearing airport property east of the runway, were using the runway, safety area and primary surface to access the work area without an appropriate radio.



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**Maintenance Required:**

- There is no requirement for these vehicles to use the areas mentioned above and should remain clear of these areas.

**Summary:**

The table below summarizes items noted in this report.

**INSPECTION SUMMARY**

<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Airport Markings	Maintenance	Repaint markings IAW FAA AC150/5340-1J
Runway Surface	Maintenance	Complete rehabilitation project
Prohibited Activities	Maintenance	Insure construction vehicles remain clear of runways, and safety areas

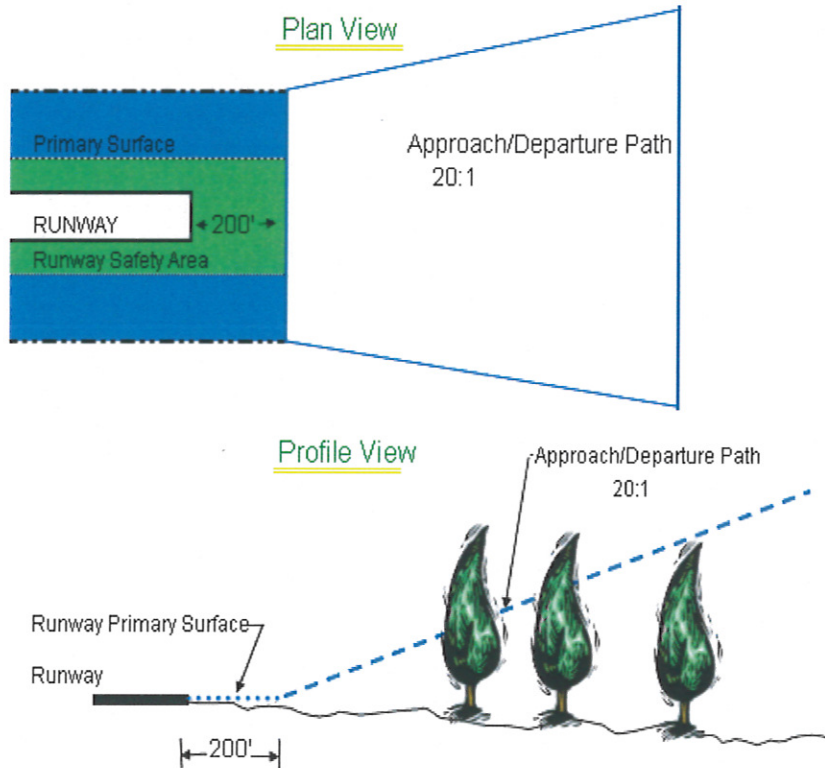
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

# Annual Inspection Report Aliceville Municipal (George Downer Field) Airport Aliceville, Alabama

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			



Appendix 1

# AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: \_\_\_\_\_ DAY: \_\_\_\_\_

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: \_\_\_\_\_ Night Inspector/Time: \_\_\_\_\_

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENs/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				



